

The Hongkong Telegraph

EXCHANGE:
Closing Quotations—
T.T. London 2s. 3 3/4d.
On Demand 2s. 3. 11-14d.

WEATHER FORECAST
FAIR.
Barometer 30.18.

(ESTABLISHED 1881.)
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November 28, 1916. Temperature 6 a.m. 54 2 p.m. 61
Humidity 53 42

November 28, 1916. Temperature 6 a.m. 61 2 p.m. 70
Humidity 59 53

7525 日四初月一十

TUESDAY, NOVEMBER 28, 1916.

二拜禮 號八廿月一十亥港香 SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE ALLIED OFFENSIVE.

British Activity at La Bassée.

November 27, 12.45 p.m.
General Sir Douglas Haig, in a communique, says:—Our artillery is active at La Bassée.

"The Usual Cannonade."

November 27, 3.55 p.m.
A Paris communique says:—There is the usual cannonade on the Somme and in the Doumont-Vaux sector. Calm reigns elsewhere.
A French aeroplane successfully bombed aerodromes at Guisancourt and Matigny.

BELGIANS SEARCH FRONTIER TRAINS.

A Conflict with the Germans.

November 27, 12.45 a.m.
Reuter's correspondent at Amsterdam says that in consequence of frequent smuggling of "food for Belgium," destined to Germany, Belgian Customs officers and civilians searched trains on the frontier, and confiscated cartloads of pigs and bacon.
The Germans on the other side of the entanglements stoned the Belgians.
German sentries intervened, and one smuggler was killed and many Belgians wounded.

THE MESOPOTAMIA COMMISSION.

November 27, 11.40 a.m.
Mr. C. C. McLeod has been invited to appear before the Mesopotamia Commission.

AUSTRIA'S NEW EMPEROR.

The Coronation Arrangements.

November 27, 11.40 a.m.
The Times understands that the Emperor Charles will shortly be crowned at Budapest as King of Hungary and of the New Kingdom of Croatia, Slavonia and Dalmatia, which will be under the control of the Magyars, thus obviously aiming at forcible conscription of the southern Slavs, as in the case of Poland.

THE RAMSGATE RAID.

A Drifter's Thrilling Experiences.

November 27, 5.10 a.m.
The experience of a drifter in the Ramsgate raid makes most thrilling reading.
According to correspondents, the drifter saw a German destroyer loom up in the darkness, not two hundred yards away. The drifter was about to hail it, when a shot whizzed overhead. The little boat was no match for the destroyer, and her only chance was to turn and make for home. This she did, and was followed by a succession of six shots, all of which were directed too high. The light mission afforded a target at which the German fire was aimed.
One of the crew of the drifter exhibited splendid heroism. He seized a piece of sailing, with the intention of covering the lamp. He was on his way to carry out this intention when another shot carried away the mission entirely, stove in the ship's boat, tore a hole in the cookhouse roof and finally exploded over the sea. When the light disappeared, the enemy evidently believed they had sunk the vessel.
The drifter was not molested further and returned to port showing little sign of her adventure.

THE SUBMARINE CAMPAIGN.

British Authorities Dealing with the Evil.

November 27, 5.30 p.m.
In the House of Commons, in reply to a question, Mr. Aquith assured the House that the renewed submarine warfare was engaging the unremitting attention of the authorities, and all possible steps were being taken to deal with the matter.

THE GREEK CRISIS.

Talk of Massacre if Allies Persist.

November 27, 7.30 p.m.
According to Reuter's correspondent at Athens, a Royalist friend has warned Reuter's correspondent that he had better remove to some unknown address till after December 1. Apparently the correspondent figures in the Royalist list of undesirable, though he does not seriously believe there will be trouble. But Royalist officers openly talk of a massacre if the Allies have recourse to force.

VIOLENT BOMBARDMENT ON ITALIAN FRONT.

November 27, 5.40 p.m.
An Italian official message says:—In the Trentino there are torrential rains.
The enemy in the Orsina heights are violently bombarding positions at Legnano and in Orsina Valley.

PRISONERS IN SWITZERLAND.

An Anglo-German Repatriation Agreement.

November 27, 7.45 p.m.
In the House of Commons, Mr. Byles announced that he

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

IN THE BALKANS.

Rumanians Save Guns at Cistova.

November 27, 11.25 a.m.
According to the Times correspondent at Amsterdam, a German correspondent, telegraphing from General von Falkenhayn's Headquarters, admits that the Rumanians succeeded in recovering all their artillery from Cistova, including heavy guns.

Possible Delay of German Advance.

November 27, 11.25 a.m.
A special correspondent of the Vossische Zeitung, on the Rumanian front, reports that any further advance by the Germans beyond the Alt may be delayed, owing to the condition of the roads.

Heavy Bulgarian Losses.

November 27, 3.55 p.m.
A Paris communique says:—The Serbians repulsed a Bulgarian counter-attack on the Cerna front with sanguinary losses.
There is a violent reciprocal artillery duel north of Montevir.
The Italians continue to advance in the hilly region of Dihovo, on our left wing.

Violent Engagements Reported.

November 27, 4.15 p.m.
A Rumanian communique says:—We retired from the Alt and Topolos a little to the eastward.
There are violent engagements in the direction of Smardicass.

Germans Take Alexandria.

November 27, 5.30 p.m.
A German official message says:—We have taken Alexandria, fifty miles south-west of Bucharest.

The Rumanian Retirement.

November 27, 5.55 p.m.
A Russian communique says:—Retreating Rumanian detachments are utilising the natural features of the country and are resisting the enemy's advance in west Wallachia.
After crossing the Danube at Zarnitza, the enemy occupied positions on the River Vido, between Valeni and Resendewade.
[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

GARBLED WAR NEWS.

A Fresh Exposure.

Recently the notorious Herr Emil Klemm, correspondent in New York of Wolff's Telegraph Bureau at Berlin, sent to his agency the following message, which was intercepted by the Wireless Press:—

Replying to the action of the British Censor in denying the International News Service the use of all cables and mails, alleging that it distorted news, the manager of the International News Service published a statement saying the facts of the matter are that the International News Service has been denied the mails and cables because it has not been willing to distort news. The action of the British Censor is the greatest compliment that could be paid to the International News Service. The British Censorship has been a news-suppressing institution and a news-falsifying institution from the beginning of the war. The British Government wants the American newspapers to print only such news as will please and assist the British Government. The British Government wants the American newspapers to print only distorted news or lying news. The International News Service will not distort news or falsify news to please the British Government or anybody else.

In view of this attempt by Herr Klemm to "explain" the method adopted by Mr. W. R. Hearst's news organization, the following official statement, issued through the Press Bureau, of the actual facts which led to the Home Secretary's decision is of special interest.
With reference to the public notice issued on October 10, 1916, announcing that the International News Service was deleted until further notice from the list of news agencies, the following statement was issued:—

In the New York Journal of April 26, 1916, a message was published headed "By International News Service, London, April 26," containing amongst other news the statement that "Some anxiety was felt here over the whereabouts of Lord Wimborne, the Lord Lieutenant of Ireland, although no advice had been received up to the time this despatch was written to indicate that he was in any danger." The heading given was "Lord Lieutenant taken by rebels, according to rumour."

In the New York American of April 28, 1916, a message was published headed "By International News Service, London, June 2," in which it was stated among other things that "All Ireland is now in a blaze of rebellion. That much is certain from official admissions in both Houses of Parliament to-day, etc., and that the rebels are armed with machine-guns which they have mounted on the roofs of buildings; they have been admitted by the Marquis of Londonderry."

The London correspondent of the International News Service was asked to produce copies of all messages which he had sent relating to the Irish rebellion, and it was found that none of the false statements quoted above were contained in them. The original messages were produced by the Cable Company, and it was proved that the statements referred to were not cabled from London.

The manager of the International News Service in New York, on having his attention called to the matter, admitted that the statements in question were written in some desk in the office of the New York papers which printed them, in others by the International News Service in New York. In a letter to his London representative he stated:—"New York at the time was full of reports and rumours from Irish sources. The day before the cable company cabled the

our re-write man inadvertently used some of these reports, etc." The manager added, "You cannot impress too strongly upon the authorities how deeply we regret this, nor how determined we are that such an accident shall not happen again." In a later communication this assurance was repeated, and it was stated, "You can again assure the censor that I shall see that such an incident will not happen again."

In the New York American, of June 3 there appeared under the heading, "Germans win greatest sea battle," a message headed "By International News Service, London, June 2." It began with the following words, "The British Admiralty to-night admits an overwhelming defeat by a portion of the German High Sea Fleet in the first great naval engagement of the war."

The London representative of the International News Service was asked to produce copies of his cables on the subject, and the cables themselves were inspected. It was found that the passage above quoted was not contained in any of them.

The matter was brought to the notice of the manager of the International News Service in New York, who explained that since the former case the matter had been written partly by the International News Service in New York and partly by the New York American. In this case the word "overwhelming" was the contribution made by the New York American. The manager added, "Our man made a grievous error," and added, "I have again cautioned our people not to insert any extraneous statements in your despatches. I will see that this is obeyed."

On September 3, 1916, the Chicago Examiner published a message purporting to come "By International News Service, London, September 3," and headed "London is flamed in German Air Raid." The

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

EARLIER TELEGRAMS.

ARTILLERY EXCHANGES IN THE WEST.

November 26, 11.50 p.m.
General Sir Douglas Haig reports:—There has been hostile artillery firing on our front at Concrelette, Beaumont, Hebuterne and La Bassée.
We bombarded Puisieux and trenches south-east of Arras.

REPORTED SUNK.

November 27, 4.00 a.m.
The British steamers Jerseyman and Emlynverne are reported sunk.

BRITAIN AND CANADA.

November 27, 4.00 a.m.
Reuter's correspondent at Ottawa reports that the new Governor General of Canada, the Duke of Devonshire, was entertained to luncheon at the Canadian Club. He brought a message from the people of Britain. "We are proud and grateful to work shoulder to shoulder with the Canadians in the great task which we both have undertaken."

CAPITATION GRANT FOR VOLUNTEERS.

November 27, 6.00 p.m.
It is understood that the Government intends to make a capitation grant to all volunteers in Britain.

THE GERMANS IN RUMANIA.

November 27, 6.00 p.m.
A message from Rome states that General Mackensen crossed the Danube with all Germans, leaving the Turks and Bulgarians in Dobruja.

MILITARISTS V. VENIZELISTS.

November 27, 6.00 p.m.
Reuter's correspondent at Athens states that the Greek military extremists are intimidating the Venizelists; but the Allies are taking all precautions.

attack on London "resulted in the most damage to the City of any since the war began. Large fires are reported to have started at many points from explosive and incendiary bombs," and "official reports are anxiously awaited by the people, from whom all thoughts of sleep have departed." The representative of the International News Service in London was asked, as before, to produce copies of the cables sent by him, and the cables themselves were examined, and it was found that none of the statements above quoted were contained in any message actually sent.

In consequence of this continued garbling of messages and breach of faith on the part of the International News Service, the Secretary of State decided to delete the International News Service from the further use of facilities for the transmission of news.

With reference to the above it is announced that Mr. W. Orion Tawson has resigned his position as London correspondent of the New York American and of the International News Service.

DON'T FORGET.

TO-DAY.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

TO-MORROW.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

Thursday, November 30.
St. Andrew's Day.—"Heather Day" street collection for Scottish war charities. Concert at the Theatre Royal.

Friday, December 1.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

THE FREIGHT MARKET.

A Slightly Better Tone.

Messrs. Snowman and Company, in their report dated November 25, state:—

Business in the south sea, since we last reported on 11th inst. has been comparatively quiet; little time chartering having been arranged mainly in consequence of owners' ideas of rates being so very high. A fair number of trip charters have, however, been fixed and the market generally has, if anything, increased in tone.

Saigon-Hongkong:—Not much business has been done in this direction, since last we went to press, when the rate closed at 70 cents per picul. Two fixtures of regular steamers have however been made at latter rate and a small outsider has also been fixed, for four consecutive trips, at 65 cents per picul. For the last week or so, no further business has been put through although offers have been made of 67 and 70 cents. Just before going to press there is an indication in the market of the possibility of being able to obtain a regular steamer at 75 cents per picul, but business at this rate has so far not eventuated. The local rice market has been somewhat dull, but during the last day or so, has revived slightly.

Exports of rice from Saigon, from 1st January to 17th October, amount to 862,385 tons as compared with 702,859 tons for the same period last year. Quotation for No. 2 white round sifted rice stands at \$3.83 per picul f.o.b. for November/December shipment.

Bangkok/Hongkong:—Against 80/50 cents per picul for inside/ outside the bar loading respectively last quoted, the rate has since risen to 75/65 cents and offers are now in the market at this figure.

Saigon/Philippines:—There is nothing to report in this direction. A rather weak demand seemingly met with no encouragement from Owners, rates asked being too far ahead of charterers' ideas.

Saigon/Java:—Nothing is reported as done beyond the fixture of a regular steamer, in this direction, combined with return loading to Hongkong, at \$1.75 per picul for the round trip and it is not anticipated that there will be much development until sugar is offering more freely northwards.

Namohwang:—In view of our last advice, no further fixtures having been arranged, the port's business can be regarded as closed for the season.

Osaka:—Further to the remarks, in our last report under this heading—prices have hardened still further and to what limit this may ascend it is difficult to foresee. Demand is very good but with reduced output from the mines and very limited tonnage available, rates from Japan northwards have firmed considerably and will in all probability rise strong for some time to come.

Fixtures reported:—Milke/B-tavia Yen 12 00, Maj/Hongkong \$6.50, Hongkong/Hongkong \$5.00 per ton.

"Nothing to Report."

The steady grinding process of the Allied offensive on all fronts regularly effected the usual fall prices whereby who noted that with his burden of papers and notes, the customer's "Nothing in the Press?"

NOTICES.

LIFTS

and

WAYGOOD-OTIS

ELEVATORS

FOR ALL PURPOSES.

FOR QUOTATIONS APPLY TO THE
SOLE AGENTS:—DODWELL & CO., LTD.
MACHINERY DEPARTMENT.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of Death,
and Numerous Options at the Age of 25.WRITE FOR PAMPHLET AND F.L. PARTICULARS TO
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QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

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ESTABLISHED 1883.

MANUFACTURERS OF

PURE MANILA ROPE

8 STRAND 1 1/2 to 1 3/4" CIRCUMFERENCE	CABLE LAID 5" to 15" CIRCUMFERENCE	4 STRAND 3" to 10" CIRCUMFERENCE
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Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO., General Managers.

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OLD TOM & DRY.

SOLE AGENTS:

CALDBECK,
MACGREGOR
& Co.

No. 15 QUEEN'S ROAD.

TELEPHONE NO. 75.

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AND

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INSURANCE CO.,in which are vested the shares of
THE OCEAN MARINE
INSURANCE CO., LTD.AND
THE RAILWAY PASSENGERS
ASSURANCE CO.The Undersigned AGENTS for
the above Company are prepared
to ACCEPT RISKS against
FIRE at Current Rates.SHEWAN, TOMES & CO.
Agents.

Yorkshire

Insurance Co., Ltd.
ESTABLISHED 1884.The Undersigned AGENTS for
the above Company are prepared
to ACCEPT RISKS against FIRE
at Current Rates.

SHEWAN, TOMES & CO.

ASTHMA

CAN BE CURED.

THEN why be half-suffocated, and sit up
all night coughing and gasping for
breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and
ensure a good night's rest? This,
the only genuine cure for Asthma, discovered
by MR. NOBBS, a qualified Chemist, and
a sufferer for many years, will, if taken
when necessary, effect a radical cure of
this terrible incurable malady.Obtainable at Messrs. A. S. WATSON
& Co. Ltd. and all Chemists and Patent
Medicine Vendors.

Price: \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1916.

LESSONS IN CHINESE.

M. L. HON FAK, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in
this Colony for ten years.
He has a good method of training Europeans
to read Chinese examinations, and is possessor
of a first rate certificate as a Chinese teacher.
He has also a good knowledge of Mandarin
and Canton.
Those who intend learning the Chinese
language are requested to write, care of
"Hong Kong Telegraph" office or direct to No.
10, Wellington Street, second floor.PHOTOGRAPHS TAKEN
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AND

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1,400 FEET ABOVE SEA LEVEL.

FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and
Convenience. Telephone in Every Room; prompt connection maintained by six lines to Central.
Moderate Tariff and Excellent Cuisine, Roof Garden and Social Club. Rooms and Bathrooms.
P. O. FEUSTER, Manager.

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks.
Famed for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European
Supervision.
A first-class spring Orchestra renders selections from 1.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for shipping people.
For further particulars apply:—

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TELEPHONE ON EACH FLOOR.

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2 and 4, KENNEDY ROAD. Telephone 115.
Private hotel, affording every comfort. Large and airy rooms.
Splendid View of Harbour. Excellent Cuisine under Personal
Supervision of the Proprietress.

For Terms apply—MRS. LOSSIUS, Proprietress.

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KOWLOON.

First class and most up-to-date Residential and Tourist Hotel. Two minutes
from the Ferry. Moderate tariff and most excellent cuisine under entirely European
management. Monthly and Family rates can be arranged on most reasonable
terms.Apply:—THE MANAGERESS, Kowloon.
Telegraphic Address: "TERMOHEL" Code Used: A.B.C. 5th Edn.

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1914, under new proprietorship and Management. The
Hotel now offers, for Residents and Tourists, excellent accommodation. Large dining room facing the sea.
It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect.
Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, Electric Light and Fans.
Private and Public Bar and Billiards. Terms Moderate. For further information apply to

Telegraphic Address "Phoenix."

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Our Bread is made from the Best Quality Flour only and can be obtained and orders taken at
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Comproder, Haiphong Road, KWONG FOOK Co. Proprietors, Haiphong Road, KWONG YUEN MOW,
Comproder, Haiphong Road.
Orders may be left with the above for any of our products. We put up absolutely the Best Tiffins
and Dinners—new Menu for Each Meal. Price one Dollar Each, or 20 Mails for Boston good for any
meal, or a Carte up to 75 cents.
We guarantee everything put up and sold by the Alexandra Cafe to be of first class quality. Try
our very nice Pork Sausages and Pork Pie. Pure Java Coffee Roasted and Ground Daily and put up in
1 lb. Tins at 6 cents. We give you a Splendid Cup of Lipson's Tea. Minerals and soft drinks of every
description.
Just give us a Trial and you will be more than satisfied.

R. J. HOWARD, Sole Proprietor.

Grand Hotel de l'Europe, Singapore.

BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM: DRESSING ROOM

ATTACHED.

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OVERLAND and HUDSON Motor Cars, the TRUM-
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DAVIDSON Motor Cycles.

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NOTICES.

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or under repair are covered by insurance against fire.

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AGENTS FOR THE KING EIGHT-CYLINDER CAR.

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JUNGNER ELECTRIC
ACCUMULATOR.Strong, solid and compact. Iron and Nickel Electrodes
with caustic potash in strong iron box. Minimum use of
materials. May be charged a thousand times without
lowering its efficiency; may be charged and discharged
in minimum time and to its full extent without
injury. May be kept unloaded for any length of time
and is absolutely safe from self-discharging when
left even a longer time loaded and out of use. Salt
water has no injurious effect on the accumulator.

An ideal accumulator for any kind of lighting or ignition device.

A LARGE ASSORTMENT OF ACCUMULATORS AND CELLS

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THE "NIFE" LANTERN

AN ELECTRIC ACCUMULATOR HAND-LANTERN (SWEDISH MAKE).

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Telephone No. 171. YORK BUILDING (TOP FLOOR)

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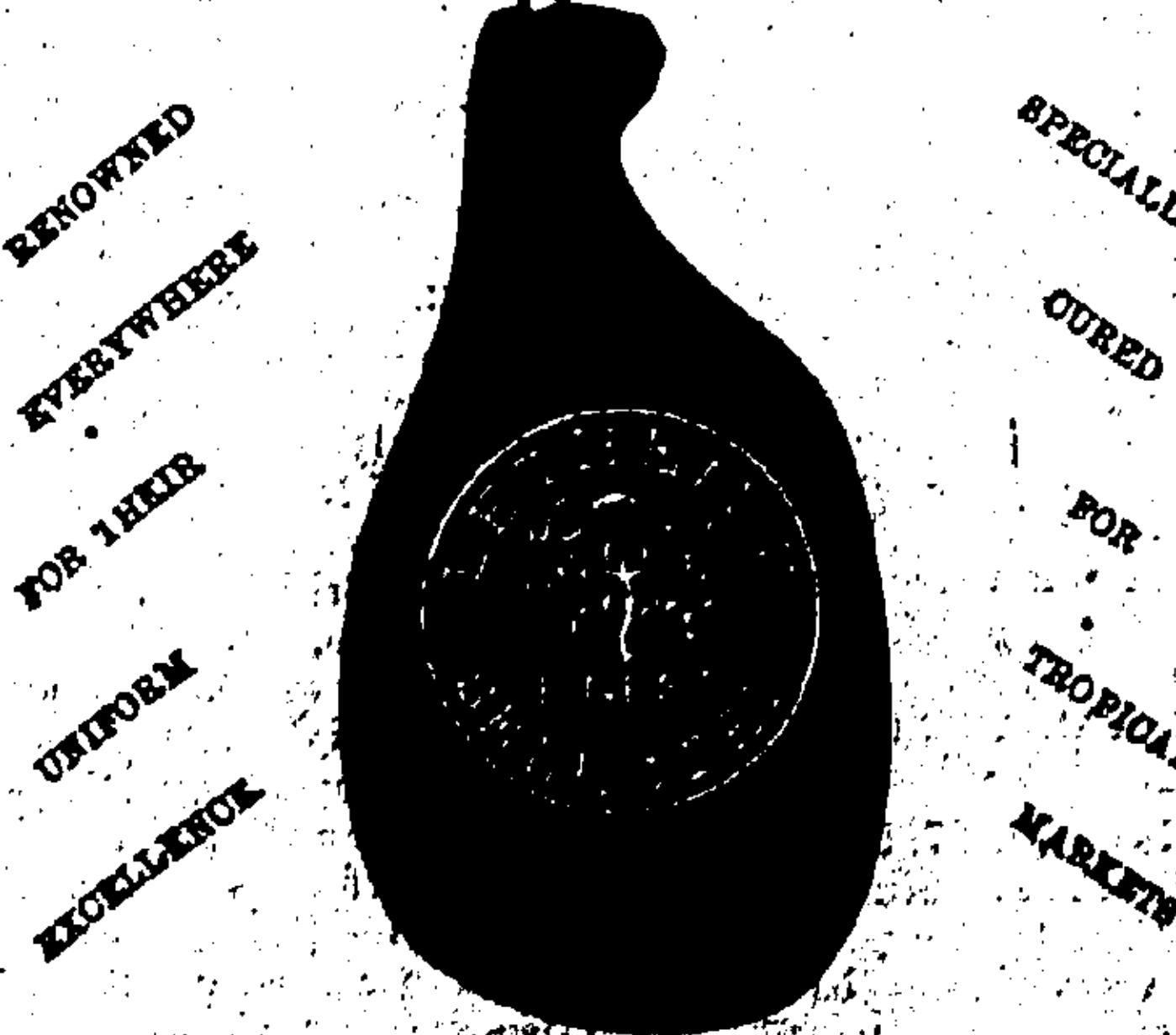
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AT LAST.

The enemy drugs which manufacture Nerve Strengthening Food are
about to be wound up under the Trading with the Enemy Act. Now if
you want a nerve strengthening food you must buy it from an
English firm.

WE SELL SANAPHOS.

AN ENTIRELY BRITISH PRODUCT—prescribed by the highest
medical authorities. An ideal summer tonic for reconstituting the
worn nerve tissue. We can recommend it.
Price \$1.50 per bottle."THISTLE" BRAND
HAMS. BACON.

TO BE FOUND ON THE BEST TABLES.

GENERAL NEWS.

Gold in Tasmania.
A gold rush has taken place at
Long Plains, near the mouth of
the Pieman River, on the west
coast of Tasmania, in consequence
of the discovery of gold by a
party of four citizens from Ho-
bart who were prospecting in the
Corinna district. The syndicate
has found sections on a total area
of 10 acres, and claim the find as
the richest discovery of gold in
the annals of Tasmania. The
mine has splendid facilities for
working, as there is a supply of
water from two creeks sufficient
to drive a battery and also electric
lighting purposes.

"Our Reply."

Most of us have heard of the
"Hymn of Hate," and of how the
British and French troops quickly
learn it, and then astonished the
Germans by yelling it triumph-
antly back to them across the
waste land between. At a well-
known and popular seaside resort
the other day, says the Daily
Chronicle, the band was asked to
play a favour to play it to the audi-
ence, who were curious to know
what it was like. The band did
so, and at the end a notice was put
up, bearing the words "Our reply."
Every body naturally enough, got
ready to stand up, expecting to
hear the National Anthem, but
were much astonished and amused
when the band began to play,
softly and tenderly, "Two Lovely,
Black Eyes!"

Mr. Asquith and the Food

Question.
London, Oct. 20.—Mr. Asquith,
replying to a suggestion by
Captain Charles Bathurst that he
should consider the desirability
during the winter of rationing the
whole population says:—We are
not, I think, in sight of any such
general shortage of supplies as
would render necessary the meas-
ures suggested. I hope and be-
lieve that the voluntary avoidance
of superfluous consumption which
has now become the urgent duty
of all patriotic citizens, will make
it possible to escape the grave
difficulties and disadvantages and
the immense administrative
labour and expenditure involved
in any system of official rationing
of food supplies.

"Opoulos."

That recommending termination
to so many Greek statesmen's
names, "Opoulos," is merely one
of the many Greek equivalents of
our "son," remarks the Daily
Chronicle. The frequency of the
ending, varied by "ides," "akos,"
or "akos" points to an emer-
gency. Before the Turkish domi-
nation was destroyed the non-
aristocratic section of the Greeks
had no surnames; and these had
to be found quickly along the
lines of our Robinsons and Ben-
dersons. Other ways of creating
Greek surnames were tried.
Thus, "Metaxas" will have had
a father or grandfather who wore
silk; while "Petalas" will furnish
the surname of a man whose
father was a blacksmith, but had
no name other than plain Socrates.
Higher in the social scale, fami-
lies were known by their descent,
as in the case of the Venizelos,
who came centuries ago from
Venice.—(D. C.)

Rubbing It Well In.

Says the Japan Chronicle:—
We note that in the half-yearly
report of the International In-
stitute of China, the Rev. Gilbert
Reid, the Director, announces
that he has placed on loan with
the Congressional Library at
Washington, one volume of
"Yung Shu T'ien," which he
"rescued from the Hanlin College
when set on fire during the siege
of the Legation of 1900." But
if the book was rescued why was
it not returned to its owners?
We are afraid that Dr. Reid, if he
performed similar "rescue" op-
erations in his native country, would
soon find himself in trouble with
the police. Now, would the loan
of the article "rescued" to some-
one else seem any justification in
the eyes of a magistrate. As the
Director of an institution which
seeks to promote the welfare of
China by forwarding the "time
when other Governments will
come to regard us as the
enemy," Dr. Reid should be a
better example.

ROBERT PORTER & SON'S

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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$28 per annum. Weekly issue—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addressee is accessible to messenger. Puck subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshu, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

ACKNOWLEDGMENT.

Mr. T. C. Downing, Mrs. and Mr. S. Binney desire to thank all friends for the many kind expressions of sympathy in their recent bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 28, 1916.

CRUELTY TO CHILDREN IN HONGKONG.

If we judged by the published police reports, Hongkong would appear to be a free from cruelty to children as any place in His Majesty's dominions, for only very occasionally is any charge under this head brought before our local magistrates. Yet, if we take a stroll through Chinatown, facts tell us a different tale. From their babyhood up till their marriage—and often long after that—the children of the poorer classes of Chinese are exposed to all manner of hardships, to neglect, to overwork and to active brutality, and neither the Government nor the majority of the religious authorities seem to worry themselves in the least about the matter.

Perhaps they do not know—and perhaps they do not wish to know. How many millions of pounds are spent by our pious friends at Home, in the course of a year, in fostering missions to the heathen it is impossible to say; but have they any idea that, in this good Christian Colony of Hongkong, slavery is almost as common as in China itself? China is full of missionaries: some earnest and honest; some neither the one nor the other. Now it seems to us that whatever China may want or not want, Hongkong badly needs missionaries—of the right sort: the sort that will look after the thousands of ill-used children who are suffering under our very eyes. The French and Italian nuns have performed miracles of work among such children, in rescuing a large percentage from a life of horrors, but they can do little in proportion to the population. For one child saved, there are dozens that have at present no hope of escape from their grim surroundings. Of course there are wise people at Home, as well as in this colony, who tell us mournfully that the Chinese must not be unduly interfered with, that it is dangerous to tamper with "old customs," and that "the children really don't mind much." And so, for policy's sake, we are to sit motionless while mere babies are put to laborious work in shops and factories, are allowed to do men's work in junks and sampans, are set to carry buckets of water and other heavy burdens under which many a man would be disposed to stagger, and are made to toil long hours after they should be in bed and asleep!

No one who has looked seriously into this matter imagines for a moment that it is possible to apply the same laws throughout as those which obtain at Home; but it is possible—nay, it is our imperative duty—to take a few reasonable measures for the abolition of the worst of the cruelties perpetrated. At present Hongkong takes next to none. In theory any child who considers himself ill treated has a right to report the matter to the S.O.A.; but is this ever likely to be put into practice to any appreciable extent? Nothing short of certain definite Ordinances, and a system of inspection by Europeans, will materially affect this blot on the Colony's civilisation. At present, barring the interesting statement that a child may not be pawned, there is very little in the laws of Hongkong that relates to the efficient protection of children. Will no Unofficial Member introduce a Bill that would provide not only against the overworking of these little ones, but also against their being employed at all before a certain age? This would at least be a useful breaking of the ice and would prepare the way for a proper anti-slavery Bill. Our Empire is sending millions of men to fight against and to subdue German cruelty and tyranny. Might it not be as well if we also turned our attention to the oppression that is daily practiced with impunity in this British Colony.

For the Troops.

The appeal which we published on Saturday for a further supply of reading matter for the troops is one which is deserving of a wide response. In the past, similar requests for old magazines, illustrated periodicals, novels etc., have resulted in very substantial gifts being forthcoming, and now that the festive season is approaching, we feel sure that residents will see to it that our Tommies are provided with a goodly supply of suitable reading matter. The appeal is made on behalf of men and women, but we should like the troops in the outlying stations to be especially remembered. Certain sections of the garrison are able to come into town and visit the Men's Club and similar places of recreation quite frequently, but there are others—such as the men stationed at Devil's Peak, Mount Davis and Stonecutter's—who seldom get an opportunity of enjoying these privileges. It is for these that we specially plead, and we sincerely hope that they will be remembered in the distribution of the gifts. There is scarcely a resident in the Colony, at least among the European community, who could not spare a little literature of some kind, and it is just more thoughtlessness or indifference which causes books and magazines to be thrown on one side when read. If everybody would bear our Tommies in mind when they have finished with their light literature, there would be no need for the issuing of periodical appeals on the latter's behalf. Gifts of this kind are always appreciated by the men who are posted to the lonely out-stations. Let the public see to it that a steady supply is forthcoming.

The Mails.
Siberian Mail (London, Oct. 29).
—Due per a.s. Yngchow to-morrow.

American Mail.—Closes per a.s. Korea Maru at 11 a.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 3.11/16d.

To-morrow's Anniversary.
To-morrow is the 80th birthday of Sir F. O. Bernard, former editor of Puck.

Optium.
A woman who had 15 teels of opium concealed on her person was fined \$1,500 by Mr. F. A. Haselund, at the Police Court this morning.

Billiards.
Entries for the Place Hotel Billiards Handicap, which is to take place shortly, close to-morrow, the draw for the same taking place on Friday evening at nine o'clock.

First Come, First Served.
Three Indians, one of whom was the Police Court Indian interpreter, were charged before Mr. F. A. Haselund, at this Police Court this morning, with an offence against the water bye-laws.

Sergeant Lennigan said there was no water running to write, but defendants filled a big water butt, and other people had to wait until it was filled before they could draw any. His Worship inflicted a fine of \$5.

Wounded.
From the list of wounded in the roll of honour published in the Daily Chronicle of September 27, we take the name of Lieut. O. S. Benbow-Rowe, King's Own Shropshire Light Infantry (says the N. C. Daily News). Lieut. Benbow-Rowe is a brother of Mr. E. S. Benbow Rowe, Assistant Secretary of the Municipal Council, and prior to the war was in Messrs. Shewan, Tomes and Co., Kobe.

He left Shanghai on the P. & O. s.s. Nagoya, December 28, 1914, and for the past eighteen months has been with the army in France and Flanders. Lieut. Benbow-Rowe is well known in Hongkong, being a brother of Mrs. W. G. Worcester.

Jumped Overboard.
A Chinese was charged on remand before Mr. Haselund, at the Police Court this morning, with posing as a police constable, and occupying, in fact as well as in name, the office to which he had been appointed.

Long has taken his leave, but still Luk persists in handing in his resignation, which fact would seem to argue in favour of our original contention: that he is merely a pawn in the game and must needs move according to the instructions of the players in the background, and that these want to see someone occupying the post who is more essentially a nominee of their own.

Drifting On.
Does it never occur to the Central Government that there is no need for a second Governor for the Province, but that there is emphatically a need for an experienced General Officer Commanding? President Li is credited with having had a reasonable amount of military experience; therefore he should recognise the need for dividing the country into military areas, each under a qualified general. At present the public mind is hopelessly confused as to where the Military Governor's duties begin and those of the Civil Governor end, and the affairs of Kwangtung are becoming more and more a laughing-stock to outsiders. It was hoped that, when the various disturbing elements were removed to other parts, the Province might show some little sign of wanting to settle down to a respectable life. Lung has gone to Hainan and Shum has been conveyed per gunboat northwards—whether as a guest or as a prisoner we should not like to say; but still there are no farther signs of a proper settlement's being reached. What is to be the end of it all? To our way of thinking the question is, to all intents, answered already, for those who have eyes to see and ears to hear.

Things in Canton.
Hongkong people have now become quite accustomed to the resignation of Luk Wing-ting, the alleged Military Governor of Kwangtung Province, for it is announced almost daily by the vernacular papers. When they tire of that sport they seek variety in letting their readers know that the Central Government has declined to accept the said resignation. For reasons of State Mr. Luk was appointed to Kwangtung, in spite of his obstinate clinging to his old post; and it was believed that, when the much dreaded Lung Chai-kwong was safely out of the way, Luk Wing-ting would condescend to obey the Government and occupy, in fact as well as in name, the office to which he had been appointed.

Long has taken his leave, but still Luk persists in handing in his resignation, which fact would seem to argue in favour of our original contention: that he is merely a pawn in the game and must needs move according to the instructions of the players in the background, and that these want to see someone occupying the post who is more essentially a nominee of their own.

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DAY BY DAY.

IT IS IN GENERAL MORE PROFITABLE TO RECKON UP OUR DEFICITS THAN TO BOAST OF OUR ATTAINMENTS.—Cantab.

The Mails.
Siberian Mail (London, Oct. 29).
—Due per a.s. Yngchow to-morrow.

American Mail.—Closes per a.s. Korea Maru at 11 a.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 3.11/16d.

To-morrow's Anniversary.
To-morrow is the 80th birthday of Sir F. O. Bernard, former editor of Puck.

Optium.
A woman who had 15 teels of opium concealed on her person was fined \$1,500 by Mr. F. A. Haselund, at the Police Court this morning.

Billiards.
Entries for the Place Hotel Billiards Handicap, which is to take place shortly, close to-morrow, the draw for the same taking place on Friday evening at nine o'clock.

First Come, First Served.
Three Indians, one of whom was the Police Court Indian interpreter, were charged before Mr. F. A. Haselund, at this Police Court this morning, with an offence against the water bye-laws.

Sergeant Lennigan said there was no water running to write, but defendants filled a big water butt, and other people had to wait until it was filled before they could draw any. His Worship inflicted a fine of \$5.

Wounded.
From the list of wounded in the roll of honour published in the Daily Chronicle of September 27, we take the name of Lieut. O. S. Benbow-Rowe, King's Own Shropshire Light Infantry (says the N. C. Daily News). Lieut. Benbow-Rowe is a brother of Mr. E. S. Benbow Rowe, Assistant Secretary of the Municipal Council, and prior to the war was in Messrs. Shewan, Tomes and Co., Kobe.

He left Shanghai on the P. & O. s.s. Nagoya, December 28, 1914, and for the past eighteen months has been with the army in France and Flanders. Lieut. Benbow-Rowe is well known in Hongkong, being a brother of Mrs. W. G. Worcester.

Jumped Overboard.
A Chinese was charged on remand before Mr. Haselund, at the Police Court this morning, with posing as a police constable, and occupying, in fact as well as in

THE JUTLAND BATTLE.

"HELPING A LAME DOG HOME."

Rudyard Kipling on the Fight.

(ARTICLE I.)

"Have you news of my boy Jack?"

Not this tide.

"When d'you think that he'll come back?"

Not with this wind blowing

and this tide.

"Has anyone else had word of him?"

Not this tide.

For what is sunk will hardly swim.

Not with this wind blowing

and this tide.

"Oh, dear, what comfort can I find?"

None this tide.

Nor any tide.

Except he didn't shame his kind.

Not even with that wind

blowing and that tide.

Then hold your head up all the more!

This tide.

And every tide.

Because he was the son you bore,

And gave to that wind blowing

and that tide.

There was much destroyer

work in the Battle of Jutland.

The actual battle area may not

have been more than twenty

thousand square miles, but the

incidental patrols, from first to

last, must have covered many times

that area. Doubtless, the next

generation will comb out every

detail of it. All we need remem-

ber is there were many squad-

rons of battleships and cruisers

engaged over the face of the North

Sea, and that they were accom-

panied in their dread coming

and going by multitudes of des-

troyers, who attacked the enemy

both by day and by night from

the afternoon of May 31st to the

morning of June 1st, 1916. We

are too close to the gigantic

canvas to take in the meaning of

the picture; our children, stepping

backward through the years may

get the true perspective and pro-

portions.

To recapitulate what everyone

knows.

The German Fleet came out

of its North Sea ports, scouting

ships ahead; then destroyers,

cruisers, battle-cruisers, and last,

the main battle fleet in the rear.

It moved north, parallel with

the coast of stolen Schleswig-

Holstein and Jutland. Our fleets

were already out, the main battle

fleet (Admiral Jellicoe) sweeping

down from the north, and our

battle-cruiser fleet (Admiral

Beatty) leading for the enemy.

Our scouts came in contact with

the enemy on the afternoon

of May 31st, about 100 miles off

the Jutland coast, steering north-

west. They satisfied themselves

he was in strength, and reported

accordingly to our battle-cruiser

fleet, which engaged the enemy's

battle-cruisers at about half-past

three o'clock.

The enemy steered south-

east to rejoin their own fleet, which was coming up from that quarter. We fought him on a parallel course as he ran for more than an hour. Then his battle-fleet came in sight, and Beatty's fleet went about, and steered north-west in order to retire on our battle-fleet, which was hurrying down from the north. We returned fighting very much over the same waters as we had used in our first south. The enemy up till now had lain to the eastward of us, whereby he had the advantage in that thick weather of seeing our hulls clear against the afternoon light, while he himself worked in the mist. We then steered a little to the north-west, bearing him off towards the east, till at six o'clock Beatty had headed the enemy's leading ships and our main battle-fleet came in sight from the north. The enemy backs back in a loop, first eastward, then south, then eastward as our fleet edged him off from the land, and our main battle-fleet coming up behind them followed in their wake. Thus for a while we had the enemy to westward of us, where he made a better mark, but the day was closing and the weather thickened, and the enemy wanted to get away. At a quarter past eight the enemy, still heading west, was covered by his

destroyers in a great screen of smoke, and he got away. As darkness fell, our fleets lay between the enemy and his home ports. During the night our heavy ships, keeping well clear of possible minefields, swept down south to south and west of the Horns Reef, so that they might pick him up in the morning. When morning came, our main fleet could find no trace of the enemy to the southward, but our destroyer flotillas further north had been very busy with enemy ships apparently running for the Horns Reef Channel. It looks, then, as if when we lost sight of the enemy in the smoke screen and the darkness, he had changed course and broken for home astern our main fleet. And whether that was a sound manoeuvre or otherwise, he and the still flows of the North Sea alone can tell.

But how is a layman to give any coherent account of an affair where a whole country's coastline was background to battle covering geographical degrees? The records give an impression of illimitable grey water, sicked on their uncertain horizons with the smudge and blur of ships sparkling with fury against ships hidden under the curve of the world. One sees these distances maddeningly obscured by walking mists and weak fog, or wiped out by layers of funnel and gun smoke, and realises how, at the pace the ships were going, anything might be stumbled upon in the haze, or charge out of it when it lifted. One comprehends, too, how the far-off glare of a great vessel's fire might be reported as a local fire on a near-by enemy, or vice versa; how a silhouette caught, for an instant, in a shaft of pale light let down from the low sky might be fatally difficult to identify till too late. But add to all these inevitable confusions and misreckonings of time, shape and distance, charges, at every angle, of squadrons through and across other squadrons; sudden shifts of the centres of the fights; and even swifter restorations, wheelings, sweepings, and regroupments such as accompany the passage across space of colliding universes. Then blanket the whole inferno with the darkness of night at full speed, and see what you can make of it.

A little time after the action began to heat up between our battle-cruisers and the enemy's, eight or ten of our destroyers opened the ball for their branch of the service by breaking up the attack of enemy light-cruisers and fifteen destroyers. Of these they accounted for at least two destroyers; some think more, and drove the others back on their battle-cruisers. This costerred the fight a good deal over the sea. Three of our destroyers held on for the enemy's battle fleet, who came down on them at ranges which eventually grew less than 3,000 yards. Our people ought to have been lifted off the sea bodily, but they managed to fire a couple of torpedoes apiece while the range was diminishing. They had no illusions, says one of the three, speaking of her second shot, which she loosed at fairly close range. "This torpedo was fired because it was considered very unlikely that the ship would escape disablement before another opportunity offered."

But still they lived—three destroyers against all a battle-cruiser fleet's quick fire, as well as the fire of a batch of enemy destroyers at 600 yards, and they were thankful for small mercies. "The position being favourable," a third torpedo was fired from each, while they yet floated. At 2,500 one destroyer was hit somewhere in the vitals and swerved badly across her next astern who "was obliged to alter course to avoid a collision, thereby failing to fire a fourth torpedo." Then that next astern "observed signal for destroyers recall," and went back to report to her flotilla captain—alone. Of her two companions, one was "badly hit and remained stopped between the lines. The other 'remained stopped,' but was astern when last seen." Ships that "remain stopped" are liable to be rammed or sunk by methodical gunfire. That was, perhaps, 50 minutes' work put in before there was any really vicious "edge" to the action, and it did not steady the nerves of the enemy battle-cruisers any more than another attack made by another detachment of ours.

"What does one do when one passes a ship that 'remains

stopped'?" I asked of a youth who had had experience.

"Nothing special. They cheer, and you cheer back. One doesn't think about it till afterwards. You see it may be your luck in another minute."

There were many other torpedo attacks in all parts of the battle that misty afternoon, including a quaint episode of an enemy light cruiser who "looked as if she were trying" to torpedo one of our battle-cruisers while the latter was particularly engaged. A destroyer of ours returning from a special job which required delicacy, was picking her way back at thirty knots through batteries of enemy battle-cruisers and light cruisers, with the idea of attaching herself to the nearest destroyer flotilla and making herself useful. It occurred to her that as she "was in a most advantageous position for repelling enemy's destroyers endeavouring to attack, she could not do but then to remain on the 'engaged bow' of our battle-cruiser." So she remained and considered things. There was an enemy battle-cruiser squadron in the offing, a batch of enemy light cruisers ahead of that squadron, and the weather was thickish and deceptive. She sighted the enemy light cruiser, "class uncertain," only a few thousand yards away, and "decided to attack her in order to frustrate her firing torpedoes at our battle fleet." (This in case the authorities should think that light cruiser wished to buy rubber.) So she fell upon the light cruiser with every gun she had, at between two and four thousand yards, and secured a number of hits, just the same as at target practice. Whilst thus occupied, she sighted out of the mist a squadron of enemy battle-cruisers that had worried her earlier in the afternoon. Leaving the light cruiser she closed to what she considered a reasonable distance of the new comers, and let them have, as she thought, both her torpedoes. She possessed a sub-lieutenant, who, though officers of that rank think otherwise, is not very far removed from an ordinary midshipman of the type one sees in two of relatives at the Army and Navy Stores. He sat astride one of the tubes to make quite sure things were in order, and fired when the sights came on. But at that very moment a big shell hit the destroyer on the side and there was a tremendous escape of steam. Believing—since she had seen one torpedo leave the tube before the smash came—that both her tubes had been fired, the destroyer turned away "at greatly reduced speed" (the shell reduced it), and passed, quite reasonably close, the light cruiser whom she had been hammering so faithfully till the larger game appeared. Meantime, the sub-lieutenant was exploring what damage had been done by the big shell. He discovered that only one of the two torpedoes had left the tubes, and "observing enemy light cruiser beam on and apparently temporarily stopped," he fired the providential reminder at her, and it hit her below the conning tower and wall and truly exploded, as was witnessed by the sub-lieutenant himself, the commander, a leading signalman, and several other ratings. Luck continued to hold. The acting sub-lieutenant further reported that "we still had three torpedoes left, and at the same time drew my attention to enemy's line of battleships." They rather looked, as if they were coming down with intent to ram us. So the sub-lieutenant fired the rest of the torpedoes, which, at least, started off correctly from the shell-shaken tubes, and must have crossed the enemy's line. When torpedoes turn up among a squadron they upset the steering and distract the attention of all concerned. Then the destroyer judged it time to take stock of her injuries. Among other minor defects she could neither steam, steer, nor signal.

Mark how virtues is rewarded! Another of our destroyers, on her way to the scene, had been knocked down by a shell, but she had been "gilded" by a big shell which gutted a boiler-room and started an oil fire. (That is the drawback to oil.) She crawled out between the battleships till she reached an area of comparative calm, and repaired damage. She was

stopped?" I asked of a youth who had had experience.

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DAIRY FARM NEWS.

JUST ARRIVED

NEW SHIPMENT OF

SELECTED

FINNAN HADDOCKS,

FILLET HADDOCKS,

KIPPERS.

"The fire having been dealt with, it was found a mat kept the stove-hold dry. My only trouble now being lack of speed, I looked round for useful employment and saw a destroyer in great difficulties, so closed her." She proved to be our paralytic friend of the intermittent torpedo-tubes, and a grateful ship she was when her crippled sister (but still good for a few knots) offered her a tow "under" very trying conditions with large enemy ships approaching." So the two set off together, Cripple and Paralytic, with heavy shells falling round them, as sociable as a couple of lame hounds. Cripple worked up to twelve knots, and the weather grew vile, and the tow parted. Paralytic, by this time, had raised steam in a boiler or two, and made shift to get along slowly on her own. Cripple hirpling beside her, till Paralytic could not make any more headway in that rising sea, and Cripple had to tow her once more. Once more the tow parted. So they tied Paralytic up to Cripple and effectively reduced speeds, doubtful of their position, unable to sound because of the sea, and much pestered by a wind which backed without warning, till at last they made land, and turned into the hospital appointed for brave wounded ships. Everybody speaks well of Cripple. Her name creeps up in several reports, with such compliments as the men of the sea use when they see good work. She herself speaks well of her Lieutenant who as executive officer "took charge of the fire and towing arrangements in a very creditable manner," and also Tom Battye and Thomas Kerr, engine-room artificer and stoker petty officer, who "were in the stove-hold at time of the shell striking, and performed cool and prompt decisive action although both suffering from shock and slight injuries."

Have you ever noticed that men who do Homer's deeds often describe them in Homeric language? The sentence "I looked round for useful employment" is worthy of Ulysses when "there was an evil sound at the ships of men who perished and of the ships themselves broken at the same time."

Roughly, very roughly, speaking, our destroyers enjoyed three phases of "prompt and decisive action"—the first, a period of daylight attacks (from 4 to 6 p.m.) such as the one I have just described, while the battle was young and the light fairly good on the afternoon of May 31.

The second, towards dark when the light had lessened and the enemy were more uneasy, and, I think, in more scattered formation. The third, when darkness had fallen and the destroyers had been strung out astern with orders to help the enemy, home, which they did all night as opportunity offered. One cannot say whether the day or the night was the more desperate. From private advice, the young gentlemen concerned seemed to have functioned with efficiency either way. As one of them said: "After a bit, you see we were all pretty much on our own, and you could really find out what your ship could do."

"I will tell you later of a piece of night work not without merit."

SAKURA BEER



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POLICE RESERVE ORDERS.

Order issued to-day by Mr. F.O. Jenkin, D.S.P. (Reserve), states:—Relief Points, Central District. The following is to be inserted in Standing Order Books (page 6):—(8A.) In the Central Police District Second Shift patrolmen will relieve First Shift patrolmen at the Points indicated on the notice appearing on the Board in the Side Room, Central Station.

Record of Cases. The attention of all ranks is drawn to S.O. 10. The reporting of Cases is necessary in order that every member's Record of Service may be kept complete. Police Reserve School Classes.

Class I. All Inspectors and Sergeants of No. 1 Company, the Mounted Police and Marine Gunners.
Class II. All Inspectors and Sergeants of No. 2 Company.
Class III. All Inspectors and Sergeants of No. 3 Company.
Class IV. All Inspectors and Sergeants of No. 4 Company, and the Ambulance Platoon.

Dates.
Class I. Monday, December 4, Tuesday, December 12, Monday, December 18, Wednesday, December 27.
Class II. Wednesday, December 6, Monday, December 11, Tuesday, December 19, Friday, December 29.

Class III. Fri., Dec. 8, Wed., Dec. 13, Thurs., Dec. 21, Thurs., Dec. 28.
Class IV. Tues., Dec. 5, Thurs., Dec. 14, Fri., Dec. 22, Wed., Dec. 27.

No. 1 and 2 Sections of No. 1 Company. For the purpose only of carrying out Standing Order No. 87 concerning the time of the day, the following are to be deemed "Unit Commanders":
Reported for Duty.
P.O. 551. When reporting for duty, reserve the former rank of the member from this

IVORY GARTERS

WITHOUT METAL, CORDS OR PADS.

They can't rust or corrode or tear your socks, they are light, sanitary, and do not bind the leg. You would never believe there could be so much comfort and leg freedom as you'll find in Ivory Garters.

75 cts. and \$1.25 per pair in all colours.

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EVENING DRESS WEAR.

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NEWEST MATERIALS. EXCLUSIVE QUALITIES.

SOFT AND STIFF FRONTED.

DRESS SHIRTS.

SEE WINDOW.

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ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON & B'bay via S'pore, P'ang, C'bo, Port Said & Marseilles.....	MALTA Capt. C. C. Talbot, R.N.R.	noon 1st Dec.	Connecting at Colombo with Mail Steamer MALWA.
SHANGHAI, Moji and Kobe.....	NOVARA Capt. H. R. Hetherington, R.N.R.	about 8th Dec.	Direct Service.
LONDON via Singapore, P'ang, C'bo, Port Said and Marseilles.....	NANKIN Capt. G. Manley.	noon 15th Dec.	Direct Service.
SHANGHAI, Moji, Kobe and Yokohama.....	SOMALI Capt. L. D. Pinckney.	about 17th Dec.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.

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P. & O. S. N. Co.'s Office,
Hongkong, 28th Nov., 1916.

E. V. D. Parr,
Acting Superintendent.

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Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days

Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

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EMPERESS OF RUSSIA. 28 Dec. EMPRESS OF RUSSIA. 15 Mar.

Empress of Japan. 10 Jan. Empress of Japan. 28 Mar.

Monteagle. 3 Feb. Monteagle. 14 Apr.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

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Through Bill of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage Sailing Lists, etc. please apply to

P. D. SUTHERLAND,
General Agent, Passenger Department,
Hong Kong.

J. H. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Nov. 24, 1916.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co, Canton
Hongkong, 12th Oct., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hong Kong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Telephone No. 215.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination	Steamers	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Teneriffe	Katori Maru Capt. B. Kon T. 21,000	(SATUR., 9th Dec. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Kamo Maru Capt. R. Shimidzu T. 16,000	(TUES., 28th Nov., at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Tamba Maru Capt. Akamatsu T. 12,500	(WED., 20th Dec., at noon.
ALCUTTA via S'pore, Penang & Rangoon	Shidzuoka Maru Capt. Nomi T. 12,500	(WED., 3rd Jan., at noon.
BOMBAY via S'pore, Malacca & C'bo.	Tango Maru Capt. Soyeda T. 13,500	(TUES., 12th Dec., at 4 p.m.
SHANGHAI, Moji and Kobe	Nikko Maru Capt. R. Takeda T. 9,600	(FRI., 12th Jan., at 4 p.m.
KOBE	Tosa Maru Capt. O. Sakamoto T. 10,000	(FRIDAY, 22nd Dec.
NAGASAKI, Kobe and Yokohama	Yokohama Maru Capt. S. Hirata T. 8,000	(THURSDAY, 14th Dec.
SHANGHAI, Moji and Kobe	Totomi Maru Capt. Kamada T. 8,000	(MONDAY, 14th Dec.
NAGASAKI, Kobe and Yokohama	Yamagata Maru Capt. K. Goto T. 8,000	(MONDAY, 11th Dec.
SHANGHAI, Moji and Kobe	Nikko Maru Capt. R. Takeda T. 9,600	(MON., 11th Dec., at 10 a.m.
SHANGHAI, Moji and Kobe	Suwa Maru Capt. T. Sekine T. 21,000	(SATUR., 16th Dec., at 10 a.m.
VLADIVOSTOK, Kobe and Yokohama	Tokushima Maru Capt. Yamazaki T. 13,500	(THURSDAY, 14th Dec.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Nagoya, Yokohama, S. Francisco, Panama and Colon. 3 Tsushima M. T. 15,000. Capt. Murazumi. MON., 4th Dec. NIPPON YUSEN KAISHA. B. MORI, Manager. Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Leave Hongkong

Korea Maru 18,000 - 18 knots 29th Nov. at noon.

Siberia Maru 18,000 - 18 knots 13th Dec.

Tenyo Maru 22,000 - 21 knots 19th Dec.

Shinyo Maru 22,000 - 21 knots 17th Jan. 1917.

Persia Maru 9,000 - 14 knots 27th Jan.

1st class to London G8348. (£71.10.0), return G8619. (£122).

to San Francisco G8350. return G8437.50.

*For this voyage the Persia Maru will call at Honolulu.

Special Rates given to NAVAL MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

REBATES THE WORLD TICKETS issued in Connection with all the Principal

Mail lines and the Trans-Pacific Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES, SAIGON, Cebu, PANAMA, GALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANSAMERICAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

Kiyo Maru 1,720 - 14 knots 9th Jan. 1917.

For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent, KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikembang 14th Dec. S.S. Tjisondari 11th Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points

in the United States of America and Canada.

For particulars of Freight and Passage, apply to:

JAVA-CHINA-JAPAN LIJN.

Managing Agents.

Hongkong, York Buildings.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU,

TO SAN FRANCISCO.

JANUARY 31, APRIL 11, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,

Prince's Buildings, Ice House Street

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For Steamer Date of Departure

GENOA Merionethshire end of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,

TACOMA AND PORTLAND.

For freight and further particulars apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SAIGON/HONGKONG	Shaohsing	29th Nov. at noon
MANILA, OEBU & ILOILO	Tamsui	29th Nov. at 4 p.m.
AMOY & SHANGHAI	Tamsui	29th Nov. at 4 p.m.
PAKHOI & HAIPHONG	Kallong	30th Nov. at 10 a.m.
SHANGHAI	Shantung	30th Nov. at 4 p.m.
SHANGHAI	Shantung	2nd Dec. at 10 a.m.
SHANGHAI	Yingchow	3rd Dec. at 10 a.m.
MANILA, OEBU & ILOILO	Tamsui	5th Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANJUI."

MANILA LINE—Twin Screw Steamers "Chitqua," "Taming,"

and "Tean." Excellent saloon accommodation amidships; electric

fans fitted; extra staterooms on deck aft on "Taming" and "Tean";

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chusan," "Luchow," "Yingchow," "Shan-

tung," and "Sinkiang," with excellent accommodation, electric

light and fans in Saloon and State-rooms, maintain a regular

schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and

Sunday, taking cargo on through Bills of Lading to all Yangtze and

Northern China Ports. Passengers are landed in Shanghai, avoid-

ing the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

Hongkong Nov. 28, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjimanock	JAVA	29th Nov.	6th Dec.	SHANGHAI
Tjilap	JAVA & MAKASSAR	27th Nov.	4th Dec.	KOBE
Tjikini	SHANGHAI	7th Dec.	9th Dec.	JAVA

*Wireless Telegraphy.

The steamers are all fitted throughout with electric light and

have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at

through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer Arrive Hongkong Leave Hongkong

Eastern 6th Dec. 26th Dec. at 11 a.m.

St. Albans 6th Jan. 27th Jan.

The above Steamers are fitted with Refrigerating Machinery, en-

suring a plentiful supply of Ice, Fresh Provisions, etc., and are

lighted throughout with Electricity. All State-Rooms have Electric

Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for first Class Passengers, Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships Captain Leaving

Haitan A. H. Stewart TUES. 28th Nov. at 10 a.m.

Haihong J. W. Evans TUES. 5th Dec. at 10 a.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For Steamship On

HAIPHONG Latsang Thur. 30th Nov. at 7 a.m.

SPORE P'ang & C'bo Latsang Thur. 30th Nov. at noon.

SHANGHAI Latsang Fri. 1st Dec. at 10 a.m.

SHANGHAI Latsang Sat. 2nd Dec. at 10 a.m.

HAIPHONG Latsang Sat. 2nd Dec. at 3 p.m.

MANILA Latsang Sat. 2nd Dec. at 3 p.m.

SHANGHAI Latsang Sun. 3rd Dec. at 10 a.m.

SANDAKAN Latsang Wed. 6th Dec. at noon.

MANILA Latsang Sat. 9th Dec. at 3 p.m.

Return Tours to Japan.

The steamers Latsang, Namsang, Latsang and Fookang, leave

about every 3 weeks for Shanghai and Japan, returning via Kobe

(Inland Sea) and Moji to Hongkong. Time occupied 20 days.

This service is supplemented by the Yatsung and Kamsang

leaving Hongkong at regular intervals for Yokohama, Kobe and Moji

and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted

throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.
The s.s. "JACOB."
This vessel runs regularly between HONGKONG & BELAWAN
DELI (Sumatra) Swatow.
Next departure from Hongkong: December 26, 1916.

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.
For freight and passage apply to—

York Building, Tel. 1574.
Hongkong, 27th Nov., 1916.

JAVA-CHINA-JAPAN LIJN.
Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

s.s. "VENEZUELA" December 9.
s.s. "ECUADOR" December 30.
s.s. "COLOMBIA" ...

These steamers have the most modern equipment including
ALL LOWER BERTHS and Large
Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration.
For further information, rates, literature, schedules etc.,
Apply to—

ALEXANDRA BUILDINGS,
Chater Road.
Telephone No. 141.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
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BUILDERS OF SHIPS, ENGINES,
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Of all Types and Sizes. Repairers, Salvors,
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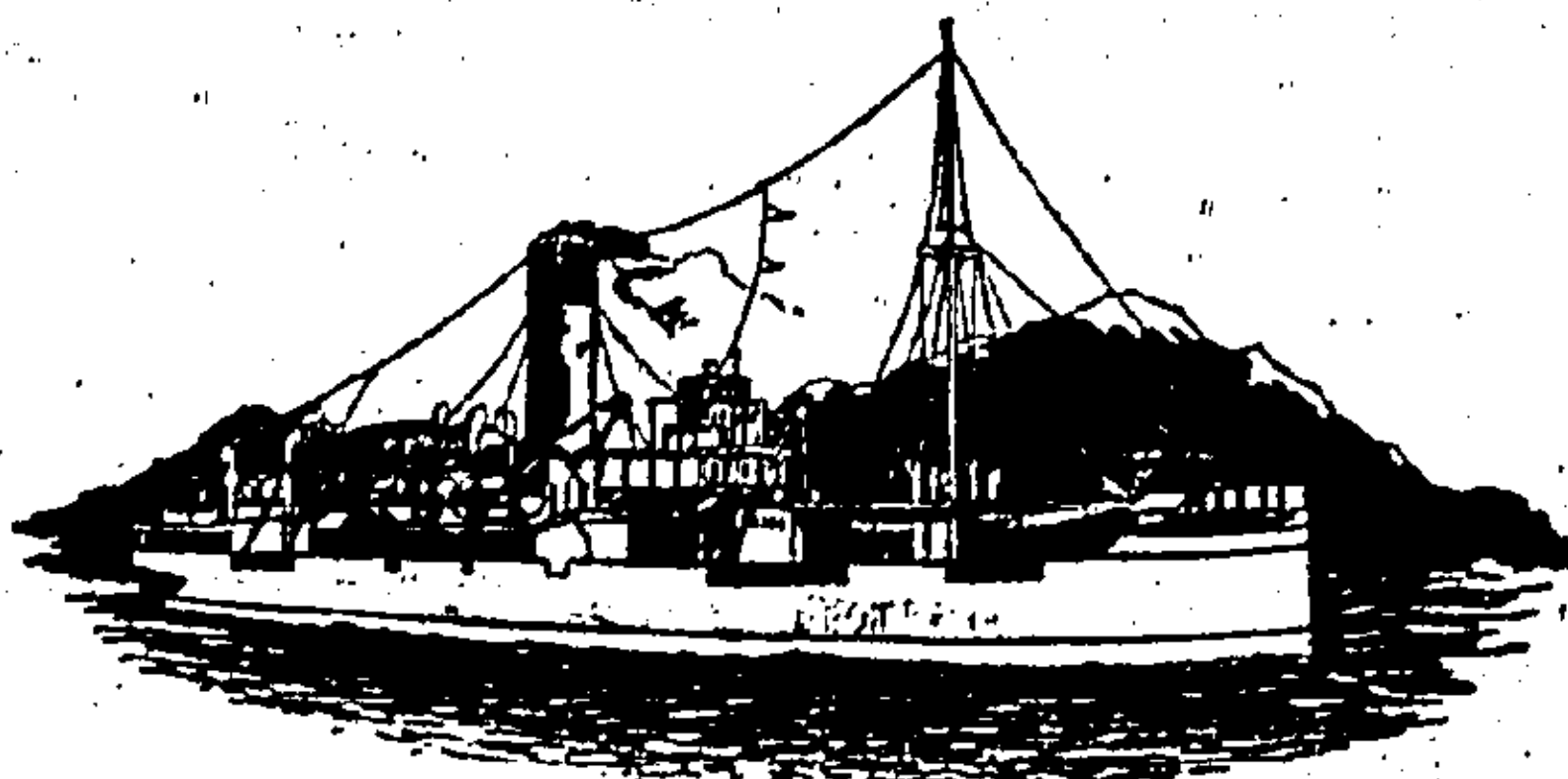
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PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE
and Electric Welding Systems.

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JOHN I. THORNYCROFT & CO., LTD.

Marine & Road Motors, Light Draft Carriers,
Gunboats, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every descrip-
tion. Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND
ENGINEERING COMPANY,
OF HONGKONG, LIMITED.
BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN, AGENTS.
Tel. Address "TAIKOO DOCK" Tel. No. 212.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dis- patched.
London via Cape Town	Kamo M.	N. Y. K.	28. Nov.
Genoa	Merahire	J. M. Co.	end Nov.
London via Ports	P. & O.		1. Dec.
London via Cape Town	Katari M.	N. Y. K.	9. Dec.
London via Ports	Cyclops	B. & S.	13. Dec.
London via Ports	Nankin	P. & O.	15. Dec.
Liverpool via Ports	Ninechow	B. & S.	24. Dec.
Liverpool via Ports	Euryphus	B. & S.	31. Dec.
Genoa and London	Gleniffer	S. T. & Co.	end Dec.
London via Ports	Peleus	B. & S.	2. Jan.

NEW YORK, SAN FRANCISCO AND CANADA

San Francisco via Japan	Korea M.	T. K. K.	29. Nov.
Vancouver via Japan	E. of Asia	O. P. O. S.	30. Nov.
New York via Panama	Tsushima M.	N. Y. K.	6. Dec.
San Francisco via Japan	Venezuela	P. M. S. S.	9. Dec.
Boston and New York	Eurymedon	B. & S.	9. Dec.
San Francisco via Japan	Tjikembang	J. C. J. L.	12. Dec.
San Francisco via Japan	Siberia M.	T. K. K.	13. Dec.
Victoria, B.C. & Seattle	Tamba M.	N. Y. K.	16. Dec.
San Francisco via Japan	Tenyo M.	T. K. K.	19. Dec.
Seattle via Japan	Protesilaus	B. & S.	23. Dec.
Vancouver via Japan	E. of Russia	C. P. O. S.	28. Dec.
Victoria B.C. via Japan	Shidzuoka M.	N. Y. K.	3. Jan.
South American Ports	Kiyo M.	T. K. K.	9. Jan.
San Francisco via Japan	Arakan	J. C. J. L.	11. Jan.
San Francisco via Japan	Shinyo M.	T. K. K.	17. Jan.
San Francisco via Japan	China	C. M. S. S.	31. Jan.

AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	12. Dec.
Australia via Manila	Eastern	G. L. Co.	26. Dec.
Australia via Manila	Nikko M.	N. Y. K.	12. Jan.
Australia via Manila	St. Albans	G. L. Co.	27. Jan.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Swatow	Haitan	D. L. Co.	28. Nov.
Shanghai	Luchow	B. & S.	28. Nov.
Manila, Cebu and Iloilo	Taming	B. & S.	29. Nov.
Amoy and Shanghai	Tamsui	B. & S.	19. Nov.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	30. Nov.
Haiphong, Pakhoi and Haiphong	Kaifong	B. & S.	30. Nov.
Shanghai to Yokohama	Tenkaik	B. & S.	30. Dec.
Shanghai	Shantung	B. & S.	30. Nov.
Shanghai and Japan	Peleus	B. & S.	30. Nov.
Haiphong	Loksang	J. M. Co.	30. Nov.
Shanghai and Japan	Euryphus	B. & S.	1. Dec.
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	1. Dec.
Shanghai, Moji and Kobe	Totomi M.	N. Y. K.	1. Dec.
Shanghai	Wingsang	J. M. Co.	1. Dec.
Shanghai, Moji and Kobe	Namsang	J. M. Co.	2. Dec.
Manila	Loongsang	J. M. Co.	2. Dec.
Haiphong	Taksang	J. M. Co.	2. Dec.
Haiphong, Pakhoi and Haiphong	Sinkiang	B. & S.	2. Dec.
Shanghai and Japan	Teucer	B. & S.	3. Dec.
Shanghai	Yusang	J. M. Co.	3. Dec.
Shanghai	Yingchow	B. & S.	3. Dec.
Kobe	Tjikang	J. C. J. L.	4. Dec.
Manila, Cebu and Iloilo	Tean	B. & S.	5. Dec.
Swatow/Haiphong	Haitan	D. L. & Co.	5. Dec.
Shanghai	Tjikang	J. C. J. L.	6. Dec.
Sandakan	Tjikang	J. C. J. L.	6. Dec.
Shanghai to Yokohama	Novara	P. & O.	8. Dec.
Swatow, Amoy and Foochow	Haiphong	D. L. Co.	8. Dec.
Java	Tjikini	J. C. J. L.	9. Dec.
Manila	Yunsang	J. M. Co.	9. Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	11. Dec.
Manila	Protesilaus	B. & S.	11. Dec.
Vladivostok via Japan	Tahima M.	N. Y. K.	14. Dec.
Shanghai and Japan	Tydeus	B. & S.	17. Dec.
Shanghai, Moji and Kobe	Somali	P. & O.	17. Dec.
Belawan Deli (Sumatra) via S'w'w	's Jacob	J. C. J. L.	26. Dec.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP
COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
Consignees per Co.'s Steamer
"EURYPYLUS,"

are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will lie
at Consignee's risk. The Cargo
will be ready for delivery from
Godown on and after 27th
November.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damag-
ed goods are to be left in the Go-
downs where they will be exam-
ined on any Tuesdays and Fridays
between the hours of 10.45 a.m.
and noon within the free storage
period.

No claims will be admitted
after the goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
2nd December, will be subject
to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 16th
December, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE
Agents.
Hongkong, 24th November, 1916.

CONSIGNEES

TOYO KISEN KAISHA.

s.s. "KOREA MARU" from
NAGASAKI
with s.s. "PERSIA MARU" as
cargo from
SAN FRANCISCO
HONOLULU, JAPAN PORTS
and SHANGHAI.

The above named Steamer having
arrived, Consignees of cargo
are hereby notified to send in
their Bills of Lading for counter-
signature, and to take immediate
delivery of Cargo from alongside.

Cargo remaining undelivered
on 27th November, at noon, will
be landed at Consignees' risk and
expense, and delivery must then
be taken from the Company's Go-
down. Storage charges will be
assessed on all cargo remaining
undelivered on 1st December, at
5 p.m.

No Fire Insurance whatever
will be effected.

No Claim will be recognised
after the Goods have left the
Steamer or Godown.

All chafed and damaged cargo
will be landed into the Com-
pany's Godown, where they will
be examined on 30th November,
at 10 a.m.

No Claim will be recognised if
filed after the 15th December,
1916.

T. DAIGO
Agent.
Hongkong, 24th November, 1916.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The Pacific Mail s.s. VENEZUELA
left Shanghai on Monday, Nov. 27, for
Hongkong via Manila and will leave for
San Francisco on December 9.

The Pacific Mail s.s. ECUADOR left
San Francisco for Hongkong via Honolulu
and may be expected to arrive at Hong-
kong December 23 and will leave for
San Francisco on the 30th at noon.

The Oriental Africa Line Co.'s s.s.
SALAMIS left Kobe for this Port on the
23rd inst. and is due here on Wednesday,
at about 4 p.m.

ENGLISH MAIL.

The P. & O. s.s. MALTA left Shang-
hai for this Port on the 27th inst. at
10.30 p.m. with the Homeward English
Mail, and is due here on the 30th inst.
at about 10 a.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney
on the 15th Nov. for this Port (via Queen-
land Ports and Manila) and may be ex-
pected to arrive here on or about 6th
December.

VESSELS IN PORT.

Steamers.

Waley, Br. s.s. 439, Rother, 4th Sept.—
Vungro Bay, 30th Aug. Gen.—B. L.
Hongwan I. Br. s.s. 2060, Edom, 6th
Nov.—Amoy, 4th Nov. Gen.—Chinese.
Kaiping, Br. s.s. 1460, Macfarlane, 12th
Nov.—Chingwan, 6th Nov. Gen.—
D. & Co. C. Co.

Sismon, Br. s.s. 900, Bridge, 15th Nov.—
Manila, 11th Nov. Ballast—Order.
Tsunshin M. Jap. s.s. 2394, Ozaki, 18th
Nov.—Singapore, 7th Nov. Gen.—
N. Y. K.

Derwen, Br. s.s. 1361, Jenkins, 19th Nov.—
Singapore, 13th Nov. Rice—China.
Kubaang, Br. s.s. 4385, Bradley, 21st Nov.—
Singapore, 13th Nov. Gen.—J. M. &
Co.

Kumchow, Br. s.s. 1456, Martin, 23rd
Nov.—Saigon, 15th Nov. Rice—
Chinese.
Tasoma M. Jap. s.s. 3644, Hamada, 23rd
Nov.—Manila, 21st Nov. Gen.—
O. S. K.

Empress of Asia, Br. s.s. 1698, Davidson,
14th Nov.—Vancouver, 2nd Nov.
C. P. O. S.
August Belmont, Br. s.s. 2975, Clarke,
14th Nov.—Yokohama, 18th Nov.
Ballast—A. P. Co.

Hanoi, Br. s.s. 739, Moran, 25th Nov.—
Haiphong, 24th Nov. Gen.—A. R.
Marty.

Korea M. Jap. s.s. 6057, 11. Ota, 25th
Nov.—Nagasaki, Gen.—T. K. K.
Shanghai, Chl. s.s. 270, Holford, 25th
Nov.—Kwangchow, 23rd Nov.
Gen.—Chinese.

Shirata, Br. s.s. 3200, Terry, 25th Nov.—
Singapore, 17th Nov. Gen.—D. & S.
Co.

Yushun, Chl. s.s. 1079, Legge, 25th Nov.—
Miki, 20th Nov. Coal—Order.
Beema M. Jap. s.s. 2113, Tomita, 26th
Nov.—Singapore, 17th Nov. Gen.—
N. Y. K.

Fausang, Br. s.s. 1410, Malkin, 26th Nov.—
Saigon, 19th Nov. Rice—J. M. &
Co.

Haitan, Br. s.s. 1181, Stewart, 26th Nov.—
Swatow, 25th Nov. Gen.—D. L.
& Co.

Joshin M. Jap. s.s. 1155, 65, Narushima,
26th Nov.—Swatow, 25th Nov. Gen.—
O. S. K.

Kaifong, Br. s.s. 937, Evans, 26th Nov.—
Haiphong, 15th Nov. Gen.—B. & S.
Loksang, Br. s.s. 979, Ritchie, 26th Nov.—
Haiphong, 14th Nov. Gen.—J. M. &
Co.

Liangchow, Br. s.s. 1205, Owen, 26th
Nov.—Saigon, 18th Oct. Rice—B. & S.
Shanghai, Br. s.s. 1307, Hobbs, 26th Nov.—
Weihaiwei, 24th Nov. Gen.—B. & S.

s Jacob, Dut. s.s. 1553, Bauer, 26th Nov.—
Singapore, 19th Nov. Gen.—J. C. J. L.

Tam'ing, Br. s.s. 1356, Penelope, 26th
Nov.—Manila, 24th Nov. Gen.—
B. & S.

Oeylan M. Jap. s.s. 3077, Tenda, 27th
Nov.—Moji, 2nd Nov. Gen.—N. Y. K.

Manzanar, Br. s.s. 1664, Aldock, 27th
Nov.—Sandakan, 29th Nov. J. C. J. L.

Manila M. Jap. s.s. 6055, 01, Kobogashi,
27th Nov.—Shanghai, 24th Nov. Gen.—
O. S. K.

Tjikang, Br. s.s. 2470, Brugmans, 27th
Nov.—Bukit, 24th Nov. Gen.—
J. C. J. L.

Teleman, Br. s.s. 1500, Fraser, 27th
Nov.—Saigon, 26th Nov. Rice—
Chinese.

VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
B. & S.	Peleus	7,441	Nov. 28	Singapore
J.C.J. L.	Tjikang		Nov. 29	Java
N. Y. K.	Yotorofu Maru	8,000	Nov. 29	Kobe
B. L.	Salamis		Nov. 29	Kobe
P. & O.	Malta		Nov. 30	Kobe
B. & S.	Teucer	9,045	Dec. 2	Liverpool
P. M. S. S.	Venezuela	5,559	Dec. 3	San Francisco
B. & S.	Euryphus		Dec. 3	Singapore
G. L. & Co.	Eastern		Dec. 6	Australia
N. Y. K.	Kamo Maru	16,000	Dec. 6	Yokohama
P. & O.	Novara		Dec. 7	Bombay
J.C.J. L.	Tjikini		Dec. 7	Shanghai
B. & S.	Protesilaus	9,547	Dec. 8	Seattle
N. Y. K.	Tamba Maru	12,500	Dec. 8	America
N. Y. K.	Ta'go Maru	13,500	Dec. 11	Yokohama
P. & O.	Nankin		Dec. 14	Kobe
B. & S.	Tydeus	7,441	Dec. 16	Liverpool
P. & O.	Somali		Dec. 17	London
B. & S.	Protesilaus	9,54	Dec. 20	Manila
B. & S.	hemius	6,699	Dec. 23	Liverpool
P. M. S. S.	Ecudor		Dec. 23	San Francisco
P. & O.	Novara		Dec. 28	Kobe
B. & S.	eenkai	4,923	Dec. 29	Liverpool
P. & O.	Nyanza		Dec. 31	Bombay
G. L. & Co.	St. Albans		Jan. 6	Australia
B. & S.	Ixon		Jan. 7	Seattle
P. & O.	Somali	10,220	Jan. 11	Kobe

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ports, Consignees of cargo by her
are hereby informed that all goods
are being landed at their risk into
the hazardous and/or extra hazard-
ous Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, whence, and/or
from the wharves, delivery may
be obtained.

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inst. will be subject to rent.
All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival, otherwise they
will not be recognised.

No Fire Insurance will be
effected by us in any case what-
ever.

Bills of Lading will be counter-
signed by—

JARDINE, MATHESON
& Co., Ltd.
General Managers.
Hongkong, 21st November, 1916.

TIDE TABLE.

From 27th Nov. to 3rd Dec., 1916.

	High Water	Low Water	High Water	Low Water
	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 27	11.15	5.15	11.15	5.15
Tues. 28	11.15	5.15	11.15	5.15
Wed. 29	11.15	5.15	11.15	5.15
Thurs. 30	11.15	5.15	11.15	5.15
Fri. 1	11.15	5.15	11.15	5.15
Sat. 2	11.15	5.15	11.15	5.15
Sun. 3	11.15	5.15	11.15	5.15

m morning. a afternoon.

Apply to:—**MR. CHENG**
PING, 9, Glenvale Road, Mr S7,
Jerry's Street, Kowloon.

